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URBAN LAND

NEWS AND TRENDS . . . IN CITY DEVELOPMENT

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CHANGING FORCES WHICH AFFECT CITY GROWTH

by

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Editor's Note

Dr. Newcomb, as a consulting economist, is one who questions current urban growth predictions. In this iconoclastic review he suggests that new criteria are stronger than older premises. He takes exception to using past happenings as a basis for future patterns. For city growth, he looks anew at household formation rates and changes in land use requirements. He finds changed space needs for manufacturing and office purposes. He sees such forces as a declining pressure on Downtown. Only business which can be economically justified downtown will remain there and traffic facilities can be made adequate for it. With this view, Dr. Newcomb points out changes which affect suburban patterns. As employment centers are redistributed and as new highways are built, distance between home and work does not have to rise as employees move to the suburbs. He emphasizes that it took a long time to organize governments and business to face our new high-income mobile economy. He stresses the fact that more influential planning for the future can make cities more desirable than they now are, even though the problems are not easy to solve—but "to be forewarned is to be forearmed."

A condensation of Dr. Newcomb's article is published in *Nation's Business*, October 1959. This fuller version appears with that magazine's permission.

City planners and geographers predict enormous urban growth areas when they think about our cities of the future. They envision one vast city on the East Coast from Portland, Maine to Norfolk, Virginia. They see other huge cities. One is forecast for the area from Pittsburgh to Cleveland, and they see other megalopae on the West Coast and in mid-America. If the population continues to grow at past rates the dreams of huge megalopae could come true at some future time. But a cold examination of the relevant facts suggests that they need not be feared in our time.

An official illustrated this when he said recently that inasmuch as part of our current urban problems are due to the fact that we have always underestimated city growth, he is now making high estimates in all of his work. This is no reason at all. What he should do is find why he underestimated before. Then he can see if the reasons that caused him to underestimate in the past will be controlling in the future. It is the thesis of this analysis that not all of the pressures which were unrecognized 10, 20, 30 years ago are as potent now as they were then. We may be just as liable to overestimate now as we were to underestimate then. We underestimated in the past because we did not recognize changes as they occurred. We may overestimate today for the same reason.

It is easy to see how grandiose dreams about future cities came into being. The number of urban households grew by 300,000 per year from 1930 to 1940, 500,000 per year from 1941 to 1947, and 1,100,000 per year from 1947 to 1950. The total number of households grew by 500,000 a year in the '30's, 600,000 annually from 1940 to 1947, and 1,500,000 per year from 1947 to 1950. Project that rise in the rate of growth and in no time the entire country is one big city. Even if the rate of growth should not continue to increase, an urban expansion at a steady rate of 1,000,000 a year would double the number of city dwellers in 30 years.

Reasons for Changing Projections

But there are reasons why the past should not be projected in this fashion; why what has been happening in the past need not continue to happen in the future. First, nearly 15 per cent of the increase in urban population has been due to migration from farms. The number of farms has dropped to about 4.6 million. These farms are no longer an inexhaustible source for future migration. Within the next decade or so, migration from the farms may be cut appreciably. Many families may stay

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Plan-itorial . . .

Forewarning is Forearming

In his article, "Changing Forces Which Affect City Growth," Dr. Robinson Newcomb, as an economist, makes no urban growth *projections*. He takes exception to some urban growth *predictions*. He aptly draws our attention to several factors which affect future urban space demands. He points directly to the task of making future cities livable. He shows the need for matching city plans to changing forces.

"Metropolitanization"

In his monograph, "Metropolitanization of the United States," published last month by Urban Land Institute[1] (see September *Urban Land*), Dr. Jerome P. Pickard, as a geographer and demographer, presents population projections rather than predictions. His estimates are the mathematical extension of the trend derived from time periods of growth. His methodology is indisputable. His formulas are applicable at will to develop other projections. His conclusions, therefore, foretell what can happen in our current urban growth trends. His calculations point directly to the spread of the metropolitan complex. He gives us the warning to be prepared for the impact of growth through planning.

Population Boom

Recently, another population study has been published.[2] In his book, "The Population of the United States," Donald J. Bogue, as a sociologist at the University of Chicago and consultant on population to the Office of Statistical Standards, U. S. Bureau of the Budget, studies the close correlation between population growth and the economy. In an article based on extracts from his book, which appeared in the September 17th issue of *The Wall Street Journal*, Mr. Bogue presents some cogent remarks about the U. S. birth boom. Since population in greater numbers is no guarantee of economic prosperity, Mr. Bogue's observations also bear upon the pressing subject of urban growth and its impact in planning for the future.

Impact on the Economy

As Professor Bogue says: "Economists often forget there is no chicken-or-the-egg riddle about the relationship between population growth and economic well-being. The jobs must come first, before the economy can feel the wonderful secondary effects of increased purchases, expanding markets, etc. A major problem by 1965 and thereafter is going to be the providing of employment for the tremendous crops of young people pouring out of high schools and colleges seeking work . . .

"There is a tendency for investors to over-capitalize the 'demographic good-will' generated by the baby boom. As millions of businessmen make their independent calculations, each may overestimate the value that will accrue to his enterprise and underestimate the number of competitors he will have, the total expansion that others will make, and the number of pieces into which the pie must be cut.

"Therefore, upon closer examination, the correlation that has previously been supposed to exist between population growth and economic prosperity turns out to be more a matter of coincidence than of cause and effect. **Economists and businessmen who have been relying heavily on population growth to solve the economic problems of the 1960's and 1970's may be destined to be greatly disappointed.**

[1] Pickard, Jerome P., *Metropolitanization of the United States*. (Urban Land Institute, Research Monograph No. 2) Washington, Urban Land Institute. 1959. 96 pp. ($4.00).

[2] Bogue, Donald J. *The Population of the United States*. Glencoe, Ill. The Free Press. 1959. 873 pp. ($17.50). Extracts used by permission of the publisher.

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TOLEDO'S DOWNTOWN MALL

"The Story of Toledo's Shoppers' See-Way," a 16-page publication tracing the background and progress of Toledo's experimental pedestrian mall, is being offered by Downtown Toledo Associates for use by municipalities, downtown associations, architects, planners, chambers of commerce and others interested in the test project.

The brochure utilizes selected newspaper clippings of the Toledo Blade and Toledo Times accounts of the mall's conception, birth, construction and use. It directs the reader to information on traffic, parking, bus routings, costs, legal questions, acceptance by the public, unforeseen problems and other aspects of the pedestrian mall experiment. The project gained international publicity because of its pioneer aspects.

Copies of the brochure are being offered at $1 each by Downtown Toledo Associates, 810 Security Bldg., Toledo 4, Ohio.

CHANGING FORCES WHICH AFFECT CITY GROWTH

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on the farm even though a good proportion of their income is derived from non-farm sources.

A second reason for care in projecting urban growth is the fact that deaths are increasing at a faster rate than marriages. Up to 1956 marriages exceeded deaths. The number of deaths thus far in 1959 has been almost 50 per cent greater than the number of marriages. Households now are being broken up at increasingly fast rates. While the entrance rate stays high, the exit rate, the dissolution of households, continues to grow.

Another reason for past city growth has been the increased demand for space per person. After World War II single people began to occupy their own quarters in large numbers. Older people, who previously moved in with their in-laws, were able to maintain their own quarters as social security benefits became sizable. This too, added to the demand for space. From 1950 to 1955 the increase in the number of housing units occupied by other-than-married couples almost equaled the increase in the number of homes occupied by married couples. But this surge in demand by single people and by other-than-married couples has passed its peak. So the rate of growth in household formation, based on this source, has begun to slow down. With the rate of growth of households slowing down and with migration from the farm ready to slow down in the foreseeable future, the population pressure for additional city space may not be as great as some have feared.

One trouble with projections is the fact that they do not indicate when changes are coming. A more careful analysis of the causes of past developments, rather than a projection of past developments is, therefore, a safer method for planning the future. Such an analysis suggests that the rate of urban growth which was experienced from 1947 to 1950 may not be experienced again until 1980 or later. The combination of war-induced pressures, and of the changed standards of living brought about by high employment, caused a revolution in living standards. From now on progress may be more evolutionary than revolutionary. The explosions of a decade ago are being replaced by a slower but healthy, steady progress.

Changing Land Needs

If the growth expected of about two per cent per year in the non-farm population, after allowing for changes in past pressures, is housed with a density averaging 2,000 people per square mile, this would use about one million acres per year for residential, and possibly another million for other non-farm purposes. Nearly a fourth of this land would be needed for roads and streets. This would mean the building of about 30,000 miles of local roads a year, possibly 6,000 miles of arterial highways. Such development will add roughly three per cent per year to the non-farm, residential, business, and commercial area used.

The diversion of roughly two million acres or 3,000 square miles a year to non-farm usage has aroused considerable concern in some quarters. Three acres properly operated can now support roughly three persons, one person per acre, and the productivity is increasing by five per cent per year. In ten years three acres may be supporting about four people. This five per cent increase in productivity is adding the equivalent of 17.5 million acres a year to our farm area. But the growth in the population requires an addition of only about 4.5 million acres per year for food purposes. Adding this to the roughly two million acres per year for space purposes for the growth of the non-farm economy we get a total requirement of about 6.5 million acres a year. By subtracting this from the 17.5 million, we are continuing to add 11 million acres of farm capacity to our already surplus figure of 45 million acres. The Department of Agriculture has been trying to retire farm land, but the increase in productivity has been greater than could be offset by the impacts of a growing population and a growing non-farm usage, plus acreage retirement programs.

Some officials have estimated that were it not for the increase in the non-farm demands on land the farm support programs would cost $1 billion a year more than they are costing. A family with a high non-farm urban income may be a happier family occupying land more usefully than a marginal farmer living on the land and producing crops for which there is no demand. The argument that it is better to have low-family incomes on unneeded farms than high-family incomes derived from non-farmer sources seems rather strained. We need not fear the diversion of land from farm to non-farm uses, particularly when that diversion increases income and standards of living.

Reclamation enthusiasts will continue to add to our surplus farm land. This may make it all the more useful to have our cities continue to grow to compensate for additions to farm land which the Government keeps on providing.

There was a time when our ancestors depended upon a hunting economy, when 50,000 acres were needed per person. Even in the last two centuries men, such as Daniel Boone, have felt that 50,000 acres per person was not too much. It is reasonable to believe that some people will be happier in a very sparsely populated country but it seems reasonable to believe that land is used more productively when it is diverted from producing crops that are not needed to the support of a healthily growing non-farm economy that is needed. So the fear that rapidly growing cities will deprive us of our source of food proves, on examination, to be another failure in projecting past trends.

Changing Industrial Needs

Cities have owed their existence to the fact that they provided an environment in which manufacturing could proceed relatively efficiently, and one which was conducive to service industries. The nature of the growth suggested here will depend in large part too, on what happens to these industries.

Manufacturing has long since passed the handicraft stage in practically all industries. It has reached the point at which the productivity of the machine is increasing as fast as demand. The number of production workers in manufacturing has, therefore, been declining for several years. The number reached its peak in 1953, at a little over 14 million. It is below 12 million now. In 1953 there were less than 10 points on the Federal Reserve Board index for each million production workers in manufacturing. Now there are 13 points on the index for every million production workers. Even if the FRB index rises by four per cent per year, and even if the output per production worker rises only half as much per year between now and 1970, as it has in the last six years, there would be no net growth in employment of production workers in that interval. There could be 22 points on the FRB manufacturing index per million workers by 1970 with no expansion of the production labor force.

The urban area required for manufacturing will expand, however. Manufacturing industries will need more space for parking, for instance. And they will need more office space for supervisory, policy, professional, and other non-operating staff. And they will need more floor space per productive worker employed, though not per unit of goods produced. But the great expansion in manufacturing floor space may be a thing of the past.

Changing Space Needs

On the other hand, service industries are expanding. They have grown from employing roughly 14 million in 1919 to employing over 32 million now. And the rate of growth has not been declining. An even greater rate of growth in the amount of space needed in and around cities for service workers may be expected in the future.

The per cent of non-agricultural, white collar employment in office, sales, and clerical employment rose from 40.6 per cent in 1947 to 43.8 per cent in 1956. If it reaches 45.5 per cent in 1970 this will probably mean 21 million employees with desks. The number of employees with desks grew about 350,000 a year from 1950 to 1956. They may grow over 400,000 a year through the next decade.

The increased output per white collar worker is a result, in part, of an increasing investment per worker. This tends to mean more space per worker. While space per unit of goods and services produced tends to drop, the space per worker tends to rise. An increase of 400,000 per year in the number of workers with desks would seem to mean a bigger volume of commercial construction for the next decade than has occurred in this decade. And this construction will require more parking space per worker than was required in the last decade.

Changing Downtown Pressures

This continued rapid growth in space required for service and the slowing growth in the space required for production purposes does not suggest much increase in downtown space requirements but does suggest growing space requirements in the suburbs. The occupied floor space in the centers of most large cities has not been growing. The increased efficiency with which service functions can be performed is discouraging a rise in demand for floor space in such areas, but it is not enough to offset the big rise in demands for space in suburbs and smaller cities.

The number of people going to or leaving from the center of town is not increasing. There has been a shift from mass transit to automobile but the total number of passenger trips to downtown has not grown in most large cities.

Changing Performances in Suburbs

Most of the services cities perform, except for central management and special functions with limited markets, can be performed in the suburbs. Most retail sales can be handled in the suburbs. And except for special situations, such as the garment industry in Manhattan, most manufacturing can be handled better in the suburbs than downtown. Because most of the manufacturing of the future, in general, will be much cleaner, quieter, and will not require the huge aggregations of employment that were common in the '20's; manufacturing will tend to be dispersed in smaller towns or the suburbs of larger cities.

This will permit a cellular growth of suburbs. Groups of manufacturing, distribution, and professional services can develop. These centers can be nearly autonomous. They will rely on the center of cities for general control and for certain specialties. They will, of course, get much of their raw material, and ship much of their physical production from and to other communities. But new manufacturing will not be centered in one part of town with new distribution, production, service and residential areas sharply delineated. The European concept of intermixing industry, trade, and residential areas will come to be accepted more here.

This will make suburbs more attractive. The distance, in terms of time and possibly even in terms of space, between work and home can be cut, and yet the home can be in a neighborhood of single-family houses, or of attractive apartments with ample grounds. This development will match the change in the family patterns. With more young families without children or with only young children, and with more elderly families without children, suburbs readily accessible to places of employment will be more attractive than distant Exurbia.

Changing Services in Government

These growing suburbs and cities will interlock. It will be increasingly difficult to maintain separate sewer systems or water systems, separate street maintenance crews, or even separate police departments for proliferating small independent political entities. This fact is already being faced. Enough citizens and corporations are conscious of this to have made a serious impact on local government thinking already. Some metropolitan communities, such as Cleveland, have already put some utilities, such as sewer and water, under common management, and others are studying the possibilities. This gives such communities a basis for further integration of common operations as problems are recognized.

Metropolitan communities of the future will tend to have increasing amounts of technical services handled by a common technical staff. But social services such as schools, hospitals, and even some police work may continue to be more decentralized and responsive to local opinion for a longer period. Local opinion may be of little help regarding questions of purity of water or adequate sewer design, but they can be important in handling social problems such as schools. This fact will be emphasized as the proportion of the professional and skilled worker population continues to increase. Since 1900, the percentage of professional workers has risen more than 50 per cent, of managers, officials and proprietors 200 per cent, and of other white collar workers over 300 per cent. The percentage of manual and service workers has dropped a third. Therefore interest in local community problems and ability to tackle them can grow as the education and learning of the population grows and as the number of hours at the office drops.

Changing Pressures in Transportation

The fear that traffic congestion will become unbearable in growing cities is another result of projecting past trends rather than recognizing changes in past trends. When we had to rely on mass transportation, industry had to be centrally located. As we moved from mass transportation, workers had to continue to travel to areas in which employment had been located even though they used other methods of movement. But now that employment is responding to the availability of personally owned transportation, industry is finding dispersal of plants which is made possible by the personally owned automobile, to be desirable from a production standpoint. Expanding production and distribution facilities are, therefore, being scattered more widely and in smaller packages. They are being located in the suburbs and in the

smaller towns. Traffic to work has not increased greatly by this process because the distance between home and employment does not have to rise as workers move to suburbs. It does not rise, because employment centers are moving with the workers. The increased transportation is served by the 30,000 miles of local and the 6,000 miles of arterial roads being added each year. This relieves pressure on traffic to downtown areas and in time, as the urban portion of the interstate highway program approaches completion, it will be easier rather than harder to get downtown. Only business which can be economically justified downtown will remain there and traffic facilities can be made adequate for it.

Changing Forces in City Planning

City planners eye the future with fear also because past growth has been unplanned and created slums. This has been due, in part, to the fact that city planners could not allow for the vast increase in standards of living and the development of the automobile. These two developments made many of the buildings and much of the structure of the 1920 city obsolete. It is easy to scrap obsolete automobiles or other equipment. It is more difficult to scrap obsolete cities. As these revolutions were not recognized in the '20's, it took a long time to organize governments and business to face the new high-income, mobile economy. But this situation is being faced now. Interstate highway systems, regional development organizations, metropolitan authorities, and other developments are witness to this recognition. The unfortunate developments of the past do not have to be repeated, and many of them may not be repeated in the future.

It is even possible that had city planning been more influential in the past, the cities of today would be even less desirable than they are. The overallocation of area for commercial purposes, the efforts to hold industry to specific areas, and the forcing of residential neighborhoods to distant areas thus requiring large amounts of transportation, show some of the ill effects of the modest amount of city planning which we have had. The city planning of the future is evolving more around transportation facilities than the city planning of the recent past. Highway officials now have funds and experience, two things which city planners did not have. This makes it possible for these officials to be more effective and more informed in directing the urban growth of the future.

Problems Yet to Solve

This rapid panoramic view for cities of the future is not meant to imply that the task of making these cities more livable will be easy. There are still many problems which were not and could not be solved ten, twenty, or thirty years ago. Among these hurdles may be listed the following:

- Poor city government
- Overlapping political jurisdictions
- Lack of resources and power on the part of cities
- Lack of regional planning authority
- Lack of uniform regional building codes
- Poor traffic and parking planning and facilities
- Failure to integrate zoning, planning, and traffic engineering
- Inflated land values
- High real estate taxes
- Dispersed ownership and liens
- Racial prejudices
- Air pollution
- Lack of enforcement of minimum standards of structures and of occupancy.

Now that these problems have become acute, and now that solutions are necessary if our economy and our standards of living are to grow, these problems are being attacked. More and more urban responsibilities are being given to Civil Service technicians. Corruption and small local favors are less and less effective means of maintaining political machines in power. Intense interest in school problems, for instance, has helped alert citizens to the need for political action and for methods for solving political problems.

The fact that cities are creatures of states and that most states are rural minded, contributes to the difficulties. Few major city problems can be solved unless state governments delegate adequate authority to urban and metropolitan public corporations. The failure of states to do this has been a major reason why cities have turned to the Federal Government, but as the proportion of farm population drops, the strength of the urban population grows, even in state governments, so urban and metropolitan jurisdictions are getting, and will continue to get, increased authority as well as responsibility.

This hurried review of possible urban growth for the future is not meant to imply that it will come easily and without strain. It is merely meant to suggest that the growth may not be as rapid, as great, or as difficult to handle as much of the urban growth literature has suggested. It is something we can and in all probability will be able to take in our stride.

MORE ABOUT SHOPPING CENTER ASSESSMENT

In its July-August issue, *Urban Land* reported on the suggestions for shopping center assessment offered by Mr. Peter Marsele, Assessor of Bloomfield, Connecticut. The article, "The Pros and Cons of Shopping Center Assessment," asked for similar comments to enlarge upon ULI's statement of policy on taxation and the shopping center which appeared as a supplement to the February 1959 issue of *Urban Land*.

From Franklin Hannoch, M.A.I., Realtor-Appraiser of Newark, New Jersey, we have received the following comment as a case history in applying Mr. Marsele's ideas on shopping center assessment. "I was very much interested in Mr. Marsele's advice to assessors who have thrust upon them the job of valuing new shopping centers. We have in the Borough of Paramus, New Jersey, two of the largest and most complete shopping centers in the East—Bergen Mall and Garden State Plaza. The Assessor for Paramus, one of the ablest and most progressive in the State, recognized his responsibility in setting assessments for these properties and in the example which other assessors might be inclined to follow. The Assessor prevailed upon the Borough Council to employ an outside appraiser for study and value estimates. We received the assignment and completed the appraisals from which the assessments were drawn.

"While we did not overlook the cost of land and improvements, we did place most weight on capitalization of income, keeping in mind that five years might be expected to be a trial period before cost and income would be in balance.

"We valued land in use for building coverage, parking, walks and driveways, at a rate per square foot of building-improved space, allowing five square feet of land to be included and valued as one square foot of employed land. For example, 400,000 square feet of land under building represented 2,000,000 square feet of land in use. Surplus land owned was valued on a lower acreage basis and will be taken into the active land on a 5 to 1 basis as new building space is put to use."

In Print

Orders for publications reviewed are to be addressed to publisher in each case and not to URBAN LAND.

Hub-bound Travel in the Tri-State Metropolitan Region. RPA Bulletin No. 91. Regional Plan Association, Inc., 230 West 41st Street, New York 36, N. Y. 1959. 14 pp. $5.00.

This study shows that there were 375,000 less people entering downtown New York City on a typical business day in 1956 than in 1948. During this same eight year span, more than one-and-a-half million persons were added to the regional population.

After examining the characteristics of this decline, why it happened, and what this trend may mean in the future; the report comes to the same conclusion that has been suggested as the major problem in other metropolitan centers; that is, the private car.

It was found that the decline resulted from the loss in patronage of the five modes of mass travel not offset by the increasing number of automobile travelers. In 1956, 137,000 more autos, taxis, trucks and buses entered the downtown area than in 1948. This brought the total number of motor vehicles entering the hub each day to an all-time high of 519,300.

A Changing America—At Work and Play. A. Wilbert Zelomek. John Wiley & Son, Inc., 440 - 4th Ave., New York 16, N. Y. 1959, 181 pp., $3.95.

The author, writing in a lively and interesting style, states as his first premise that there has never been a time in history like the present. He then asks the question, "What does it all mean?"

In trying to provide the answer, he examines individual developments such as: the growth of suburbia; additional leisure time; automation; characteristics of modern man and woman. After identifying these and others, he appraises their relationships and their resulting economic significance.

This is an interesting book with a comprehensive view of the changing events in present-day America.

Land-Use Planning—A Casebook on the Use, Misuse and Re-use of Urban Land. Charles M. Harr. Little, Brown and Company, 34 Beacon Street, Boston 6, Mass. 1959. 790 pp., $10.00.

This extensive volume is primarily a casebook on real property law. It also should have great value to the planner in calling to his attention legal implications of his acts for, in addition to setting out the major legal decisions pertaining to land and selected abstracts from literature in the field, it includes numerous ideas and thought provoking questions raised by the author.

This volume views American legal policies for urban land against a broad background. It attempts to bridge the gap in knowledge between the lawyer and planner by discussing the evolving purposes and methods of planning and their legal consequences on urban land and its use.

Zoning for Minimum Lot Area. The Communities Research Institute Project, School of Law, Villanova University, Villanova, Pennsylvania. 1959. 76 pp. $3.50.

This book is composed of four papers presented at a meeting discussing the Pennsylvania Supreme Court's decision in the Bilbar case. This case involved a builder who had bought a large tract of land which overlapped into two townships. He succeeded in having the acreage requirement in one township reduced to one-half acre lots, but in Easttown Township, where there was a one-acre minimum zoning requirement in the area, he was refused. The Court upheld the zoning ordinance.

The papers provide a wealth of information on the respective points of view. One paper reviews minimum lot requirements and their legal validity on a national scale. It shows that only six states seem inclined to overrule minimum lot zoning, while trends in at least 33 other states indicate this type of zoning will be upheld.

A good document for those planners, developers and city officials who wish to become acquainted with the various legal arguments pro and con—on minimum lot size zoning.

Location of Manufacturing Plants by Industry, County, and Employment Size: 1954. Prepared by the Bureau of the Census and the Office of Area Development, U.S. Department of Commerce, Washington 25, D. C. 1959. (Issued in nine separate parts; prices from 40¢—$1.00 per copy).

Those people seeking reasonably precise information on the location and size of manufacturing establishments in particular industries will find these reports most useful. They contain statistical data (taken from the *1954 Census of Manufactures*) showing in detail the location and employment size of each plant in some 450 different manufacturing industries in the U.S. Many of the data gaps arising in the *1954 Census of Manufactures* are filled in this publication series.

The inclusion of textual discussions or summaries of the statistical data contained in the reports would have added greatly to the purely tabular presentation. Nevertheless, this reorganization and reprocessing of census statistics represents another forward step in the development of accurate and uniform plant data. The material should be of value to those engaged in industrial development programs, industrial market analyses, and other activies requiring locational and employment size characteristics of specific industrial activities.

PLANITORIAL

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"Contrary to what may be popular opinion, future population growth is not expected to create a sudden 'economic boom'; rather it will be just a steady upward thrust in numbers. This kind of increase will not cause a a crisis in housing and consumers' goods similar to that which followed World War II; rather, it will call for much smaller relative increases in productive effort each year. Only comparative moderate *annual* expansions in plants and facilities would be required to handle it."

Impact on Planning

Actually, as Mr. Bogue points out above, the impact of urban growth depends on whether it takes place under conditions of slow increment or whether the growth is in sudden spurts. In either case, as Dr. Newcomb's article implies and as Dr. Pickard states in the introduction to his population predictions; the city, with its diversity of people, its complex economic, social and physical structure, its dependence on the national economy, will need to be carefully planned on a regional basis so that the urbanization of the future can be developed along efficient patterns of transport, services, water supply, sewerage, etc.

Thus, it is important to know about the repercussions from urban growth. The potential impact becomes an element in almost every problem facing the nation. But whether we agree or disagree about the size and extent of urban growth which will take place—"to be forewarned is to be forearmed"—We must bolster our planning!

J.R.McK.